

Shipping MANAGEMENT

Packing

Transport

Handling



Silica Gel desiccant bags are inserted in outer barrier containers to help preserve small units and spare parts at the Sperry Gyroscope Company shipping department. See story Page 9.

FEBRUARY 1953

NOW! FASTER ... STRONGER Carton Packaging

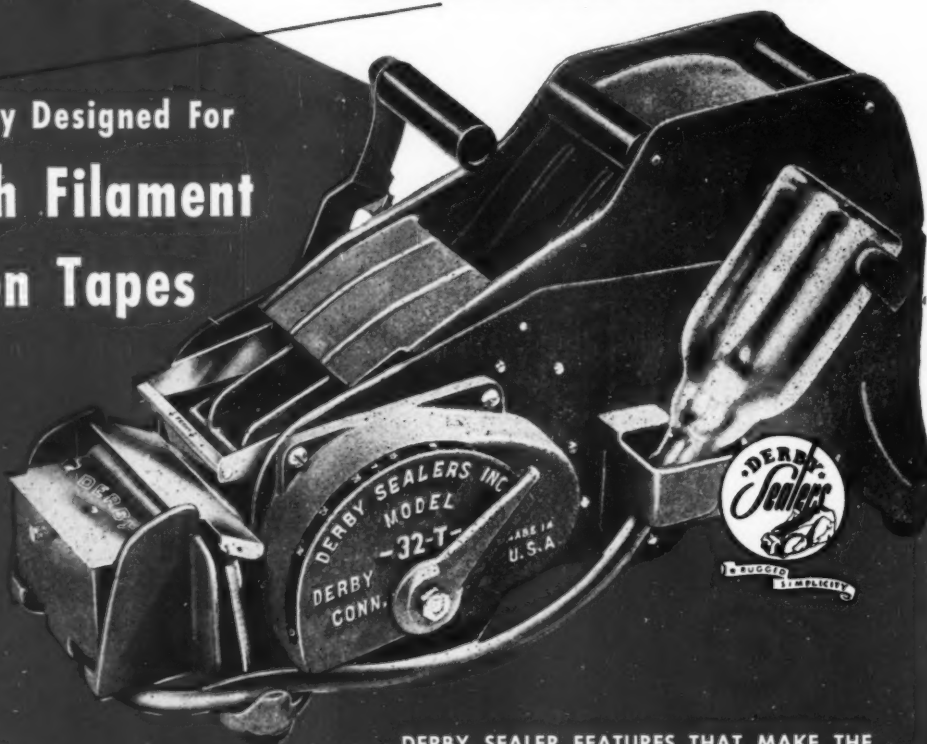
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Gummed TAPE DISPENSER

Especially Designed For
**Tough Filament
Carton Tapes**



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GLASKRAFT*
FIBREEN*
SNAKE TAPE*
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SEAL STRAP***

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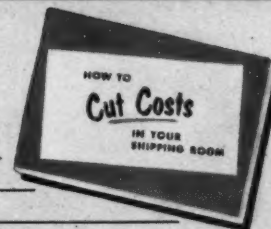
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"HOW TO CUT COSTS IN YOUR SHIPPING ROOM"

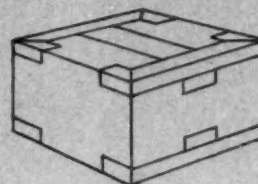
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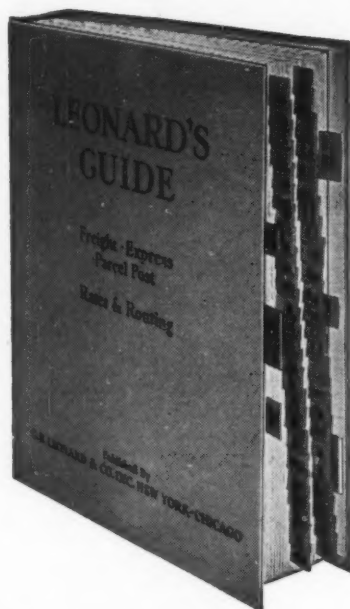
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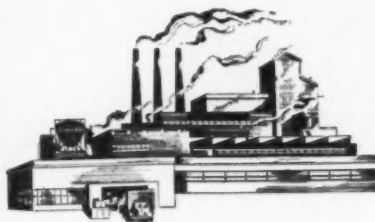
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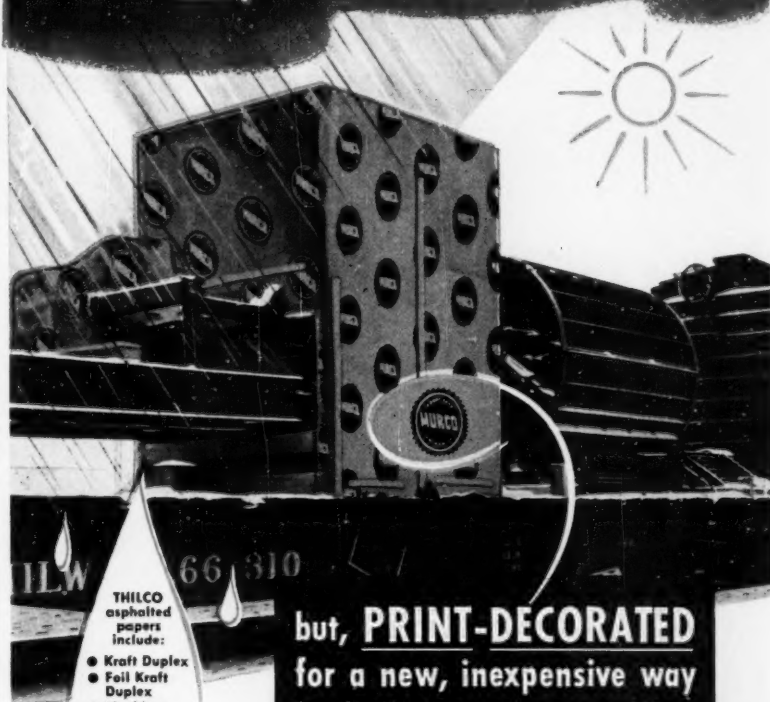
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MEN — METHODS — MATERIALS

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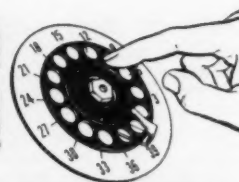
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DT-2

## Packing

### A Punch.. By S. H.

**I**NTEGRATED material handling systems, making use of the most up-to-date thinking on both mechanical and manual means of handling goods will definitely pay dividends in safety as well as in increased production and lower costs, Jervis C. Webb, executive vice president of the Jervis B. Webb Company, Detroit, said at the annual meeting of The American Society of Mechanical Engineers.

"Conveyors, automation devices, cranes, industrial trucks—all are available to become part and parcel of the handling plan of industry," he stated. "Whether the industry be the mining of iron ore, the making of an automobile, the warehousing of soap, or the printing of a newspaper, all of these are tied up in a major degree with the problems of handling.

"Thanks to the efforts of ASA, ASME and the National Conservation Bureau, reasonable and intelligent codes are being developed to provide the specific and general features of safety that will further make for proper safeguards. These added to the furtherance of freedom provided by mechanical systems to the men in industry can only bring good results for all."

The contribution of material handling to safety was discussed by Mr. Webb in terms of its four functions which he explained as follows:

"Let us say that it has the function

(Continued on Page 22)

## ON OUR COVER

**C**OMplete navigation and automatic control instrument systems, as well as small units and spare parts, are packaged in hermetically sealed containers, as shown in this month's Cover Photo, in the conveyORIZED process packing section of the Sperry Gyroscope Company shipping department. Silica Gel dessicant bags are inserted in each outer barrier container prior to evacuating excess air and final sealing.

The objects in the picture are military materials subject to moisture damage or deterioration, being prepared for shipment by what is known as "Method II Dehydrated Packaging," employing silica gel produced by The Davison Chemical Corporation as a desiccant (drying agent) to maintain conditions of low humidity within a moisture vapor

(Continued on Page 22)

MEN — METHODS — MATERIALS



FEBRUARY 1953

VOL. 18, No. 2

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# Shipping MANAGEMENT

FOR SHIPPING AND TRAFFIC EXECUTIVES  
425 FOURTH AVENUE, NEW YORK 16, N. Y.

FEBRUARY, 1953  
VOLUME 18  
NUMBER 2

## Improper Packing, Handling And Theft Cause Major Cargo Claims

By ARTHUR E. BRUNCK  
Branch Manager  
Home Insurance Co.  
Toronto, Canada

Speaking at the first convention and exposition of the Packaging Association of Canada this fall, Mr. Brunck, Manager of the Home Insurance Co. office in Toronto, Canada, gave his resume and version of the export packing problem to date as seen from the eyes of a Canadian. He here tells of a late development in the United States, the formation of the National Cargo Bureau and what it has done to help stem export packing damage. Thanks are due to both the Home Insurance Co. and the Packaging Association of Canada for permission to print Mr. Brunck's talk.

Right: Mr. Arthur  
E. Brunck



**THE PURPOSE OF THIS CONFERENCE** is one which is extremely heartening to an insurance underwriter. As a member of this often gloomy fraternity, I have frequent reason to realize the cause of such low spirits. From our worldwide chain of claims agents there flows a constant stream of cargo damage reports prepared at destination. Considerably more than half of these claims are directly or indirectly the result of packaging insufficient to withstand the rigors of the journey to which it was exposed.

A high rate of cargo loss generally can only lead to high insurance premiums, which increases the cost of your product to your customer, a situation not desired in a competitive market. Marine underwriters as a body are extremely active in many ways searching

for means to reduce transportation losses. Before the first world war, underwriters attempted primarily to combat some of the causes of major casualties because at that time it was common to insure only against such losses. Classification societies were formed which helped set the standards for the proper construction of vessels, load line legislation was influenced toward enactment and the adoption of equipment designed to increase safety at sea was encouraged by every possible means. As a result of the many improvements made in ships and their equipment and the development of innumerable aids to navigation, the percentage of loss due to major casualties has greatly declined.

During and following the first world war, due to worldwide shortage of goods, the deterioration of port

and inland transportation facilities, the now familiar breakdown of moral values and the rise of inefficiency amongst crews and cargo handlers, there began a serious increase in losses caused by theft and improper handling. This naturally resulted in a demand for insurance against these hazards which has grown in scope until today most manufactured articles are insured under the familiar "all risks" clauses.

### Financial Loss Is Now Alarming

During the depression years, theft and handling claims declined substantially but we have now returned to a period in which the financial loss caused by these factors is alarming.

For these reasons marine underwriters have largely shifted their attention to the control of those types of claims that are now in the majority—damage caused by improper packing; damage and theft caused by inefficient and dishonest stevedores and crews; and damage caused by the lack of proper loading and unloading facilities.

### Container Variety A Problem

If cost were no object, it would be simple to substantially reduce handling and theft claims: merely construct containers that would defy man and the elements. The cure, however, is not as simple. Your aim is to produce an unlimited variety of containers that can be prepared at the lowest possible cost, be as light in weight as possible to lower freight charges and yet be just strong enough to withstand the specific hazards of a specific type of voyage. Cargo shipped from Montreal to London normally goes forward on excellent vessels, is handled by modern facilities at each end of the voyage and meets with a minimum of temperature and humidity excesses. On the other hand, a shipment from Canada to an interior point in Colombia or Bolivia must be packaged to resist severe changes in climatic conditions, may be forced to go forward in vessels that are not the best and will be subject to amazingly antiquated methods of unloading and interior transport at destination. The latter container must be designed to meet the challenge of the journey at greater cost than would be necessary if sent to London.

### Cooperation Offered

I do not intend to attempt to tell you how your goods should be packaged, you have heard and will hear a great deal on this subject during this conference from experts on the subject. What I do desire is to offer the cooperation of the Canadian Board of Marine Underwriters in any way that may help to find a solution to our common problems. It might be possible for us to obtain a resume of the essential

details of all claims reported from abroad and falling within the categories in which we here are interested. These reports from all of our member marine underwriters could perhaps be channelled through a committee composed of a representative of your organization, the Canadian Standards Association, the Canadian Exporters Association, one or more of the ocean and inland carriers organizations and our own group.

### Improved Handling Techniques

The analysis of these reports need not be limited to studying the weaknesses of containers but could also be expanded to find ways to eliminate or reduce unnecessary damage to reasonably adequate packaging by improved handling techniques during loading and unloading operations. The theft feature could be studied and recommendations made to various exporters suffering heavily from this cause of loss. These recommendations might suggest changing shipping marks or shapes of containers to conceal the true nature of the contents. In some cases the answer might be to use a container that makes it difficult to reseat properly after a pilferage has been perpetrated.

These claim reports often disclose the details of the type of transportation exposures involved between the port of discharge and the interior point of destination. On shipments to certain countries where these hazards are unusual or severe, the shippers could be advised to take more strenuous packing precautions to meet the situation. In some countries this might mean a reduction in the size of the container by shipping

*(Continued on Page 21)*



Courtesy Hyster Co.

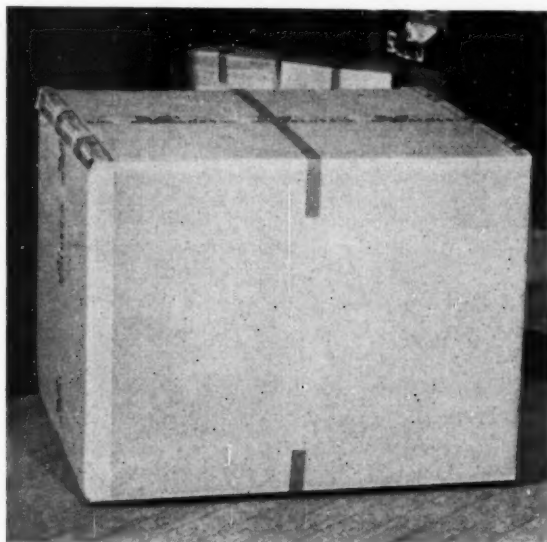
# Glass Reinforced Gummed Tape

## Safeguards Containers Inside and Out

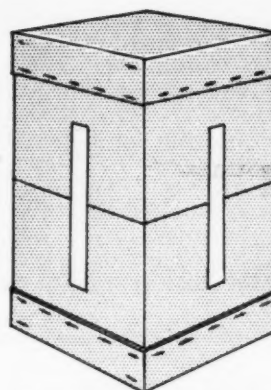
**THE CONTINUED TREND** towards packaging heavy materials formerly shipped in wooden containers into fibre boxes has created the need for a new reinforcing medium. The difficulties that are sometimes cited in the strapping of fibre boxes are: cutting in at corners, often resulting in damage to the commodity, loose straps from several handlings, and snagging, causing breakage of straps or defacing of other packages.

### New Tape Development

One method now used to overcome these conditions and attain economies is application of a new glass reinforced gummed tape that once applied to the package forms an integral part of it at those points of the container most likely to fail in handling. This tape is made of two layers of Kraft paper between which are sandwiched many thousands of tough and shock-absorbing glass fibres. This reinforcement produces a tape that has a tensile strength of over 300 lbs. per



Photos & Data Courtesy General Gummed Products Co.  
Two pieces of the newly developed glass reinforced gummed tape are all that is needed to adequately protect the fibre container shown above.



The "Belsinger" box used for screws, nails, and machine parts is closed with four pieces of reinforced tape.

**New Material  
Is Especially  
Adapted To  
Use On  
Fibre Boxes**

inch of width, yet is as pliable as regular gummed sealing tape. The new tape is covered on one side with a water-activated animal glue adhesive that permits the efficient use of gummed tape dispensers and assures positive adhesion to any paper surface.

### Makes Economies Possible

The use of this tape provides the shipper not only with strength requirements to assure safe arrival of the commodity, but it also makes possible important economies in the overall packaging costs. Some of these are apparent from the illustrations where the proper reinforcement with this tape of three styles of containers are indicated. The application of short strips at the points of the container where bursting of the scorelines or opening of the closure is most likely to occur in rough handling permits a saving of up to 75% in the total footage of this tape as against strapping that must encircle the container. Furthermore, the use of short strips reduces the labor cost of packaging since handling of the loaded container during the packing operation is virtually eliminated. The bottom of the container can be reinforced prior to loading it

*(Continued on Page 25)*





Employee operates lock which separates the various compartments in the new type compartmentized freight cars.

**CLOSE ASSOCIATION WITH** carloading and material handling problems over a period of years has made me aware of the scientific approaches being made by industry. Through your efforts and cooperation packaging designs have been developed which are structurally far in excess of requirements actually necessary to protect the contents carried.

If railroad research on box car design were consistent with the improvements and progress which industry has made in other phases of packaging, we are quite certain that the cost of your packages would be substantially less. Very little has been accomplished in the way of improvements to the interior of our mobile package. During 1951, in excess of 95,000 new freight cars were built and very few of these contained much more than floors, walls and ceilings.

To advance the theory that the mobile package requires features to afford more protection to its contents, the Western Pacific has equipped 20 new, all-steel box cars with compartmentizers. The compartmentizer car is equipped with two pairs of steel bulkhead gates suspended from the ceiling of the car, which can be locked to divide the load into three compartments at any desired locations within the car.

By comparison with a commercial package, the compartmentizer car functions similarly to a divider within a carton, serving somewhat the same purpose, namely,

Excerpts from an address delivered before the Packaging Conference of the American Management Association, Auditorium, Atlantic City, New Jersey.

# Compartments In Act Like

By LEO F. DELVENTHAL, JR.  
Transportation Inspector  
The Western Pacific Railroad Company  
San Francisco California

to cushion and restrain the contents from damaging impacts.

In addition to its damage-prevention characteristics, the compartmentizer car affords saving in labor and material so often necessary for blocking and bracing in conventional cars. We have been told by shippers using our compartmentizer cars that such savings amount to as much as \$40.00 per car.

Another advantage possessed by the compartmentizer car is that it is especially suitable for loads consisting of shipments destined for two or more consignees, namely, stop-off cars. Each shipment can be bulkheaded and locked apart from the others, and if desired, sealed to prevent pilferage.

## Dissipating Shocks

We are also considering the need for improving our mobile package in ways other than just the interior, that is, to improve the riding qualities and dissipate the vertical and longitudinal shocks that occur during road movement.

Our first consideration is the car truck and its riding qualities. We have a number of cars equipped with Chrysler trucks which incorporate stabilizing spring suspension. By test comparison with conventional trucks, we have developed that the vertical oscillations have been substantially reduced. By dissipating these forces, the contents within the car are not subjected to the units of destructive force that are the result of excessive vertical movements.

The most severe element of force that the mobile package is subjected to is the end-to-end impacts when switching cars. In the future, we hope to have in service test cars employing an improved cushioned underframe. This is the type of package improvement that can be made to a box car which tends to eliminate

# Freight Cars

## "Dividers In Cartons"

the need for equipping all cars with special interior fixtures.

### New Carloading Techniques

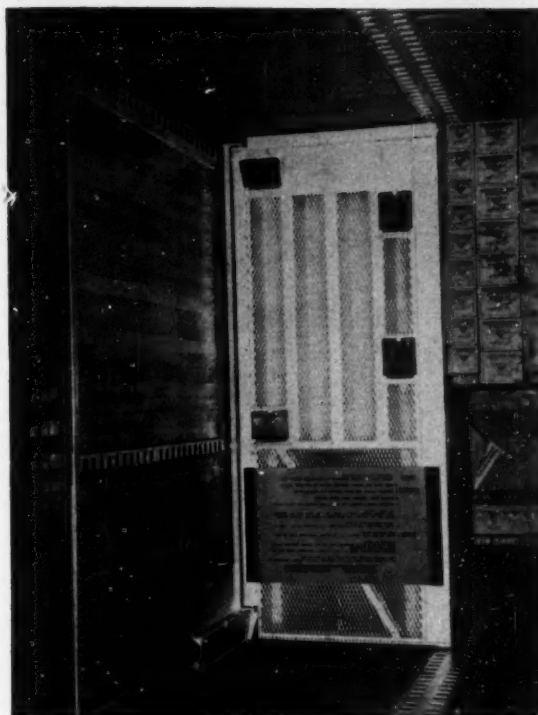
I have been asked to also mention some of the new carloading techniques which have been quite successful in reducing lading damage. In recent years there have been drastic changes in our carloading patterns due, primarily to the introduction of new packaging and perfected packaging which, to some extent, has eliminated blocking requirements. Also the application of wire and strap to secure carloads has had great influence on carloading technique.

Let's consider the basic types of loads. There are three, namely (1) the rigid type, (2) the free-floating type and (3) the controlled floating type. Of these the rigid type is perhaps the most predominant.

Good examples of the rigid type load are those consisting of commodities packed in fibre board containers of one type or another. Containers of this type must be rigidly braced because they are highly susceptible to compression caused by the end-to-end forces acting within a car.

To prevent compression of the load and the resultant accumulation of slack, the load must be planned to create stack or unit stability. One of the most effective, yet economical, ways of achieving this stability is the brick pattern or bonded-block loads. In this load, the packages are interlocked or tied-in, similar to brick wall construction.

Actual tests have shown that even when bonded-block loads are employed, slack develops within the load. During these tests, a unit of fibreboard packages containing food products equal in size to the inside dimensions of a box car was compressed by a large hydraulic machine. Repeated tests under these con-



The door-like compartment dividers can be attached at any point in the car to make the compartments larger or smaller as the freight requirements demand.

ditions showed that this mass could be compressed from nine to eleven inches without damage to the packages or contents.

It is obvious from the foregoing that additional protection other than that of a brick pattern or bonded-block load is desirable. Such protection can be obtained by the use of bulkhead gates or dividers located so as to divide the load into three equal compartments. Compartmentizing the load serves to confine the accumulation of slack within each unit to a point where the slack and the weight-mass force are insignificant from a damage standpoint.

### Free-Floating Load

In contrast to the rigid type load discussed heretofore, there is the other extreme, namely, the free-floating load. Generally speaking, the free-floating load is used for commodities having a relatively low cube and high weight, such as tin plate, machinery and commodities in containers which will withstand movement while in transit.

The principle of the free-floating load is that the movement of the load absorbs the end-to-end shocks before they are transmitted to the lading. To achieve this type of load the individual pieces must be unitized. That is, the pieces must be banded together to form larger units numbering two or more per car. Sufficient

(Continued on Page 25)



## Step-By-Step Routine In A Fast, Varied Mailing Operation

Left: Mr. William Tempelmeyer operates a postage meter machine and sealer in the Eli Lilly & Company shipping department. Packages of all sizes are speeded through this department with the aid of modern shipping room equipment.

By **WILLIAM TEMPELMEYER**  
Shipping Department  
Eli Lilly & Company  
Indianapolis, Indiana

# Centralized Shipping Center Handles Company Parcel Post

**ELI LILLY AND COMPANY.** Indianapolis, is a manufacturer of fine quality, dependable pharmaceuticals, antibiotics, and biologicals for the medical and allied professions. During the past seventy-six years, a constant effort to improve its products and services to the wholesale and retail druggists and to the medical profession has been made. In the last few years, during expansion of its several plants, Lilly's has found it necessary to consolidate all finished stocks and shipping operations. The shipping center at the Kentucky Avenue plant is thus the centralized location for storage and transportation of stocks to both domestic and export outlets. The mail and express section of this shipping center is responsible for the checking, packing, and forwarding of all express, parcel post, and telegraph orders, and the replacement of outdated products. Briefly, an order for Lilly products follows this course:

The personnel of the shipping center office performs all necessary operations with the order forms to enable the department to ship the orders. Mail, express, and telegraph orders are expedited so that shipment can

always be made on the day the order is received. The orders are then rushed to the stock floor for filling. Cased, shelf, biological, and chill-room items are laid out simultaneously in several sections. After shelf stock orders have been laid out, the merchandise is transported 1,000 feet in small baskets by an overhead conveyor system to the mail and express section.

### Steps In Operation

The mail and express checker removes the conveyor basket to a checking stand adjacent to his desk. The checker double-checks, verifying the items and package sizes supplied to him compared with the shipping orders. After necessary paper work operations, he places the merchandise and shipping order in small trays or baskets. These he shoves across the packing table to the packers working opposite him. The packer selects the proper size corrugated carton and packs the merchandise carefully with excelsior or crepe cellulose paper. After sealing and labeling the carton, the packer clips the shipping order to the box. Express

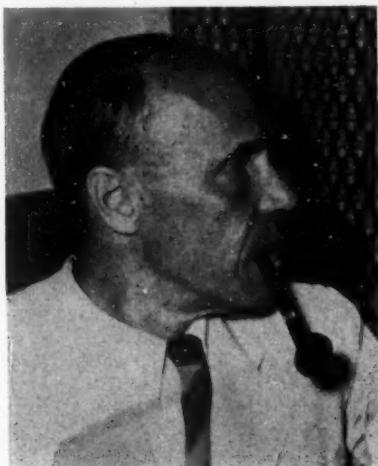
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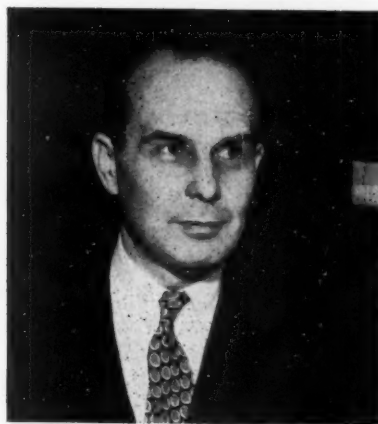
## Package Engineer Activities

### J. D. Malcolmson, Packaging Expert, Moves to West Coast. A. G. Lynn Appointed New Manager of Gair Products Development Dept.

On February 1, J. D. Malcolmson, well-known packaging expert, moved to Berkeley, California. He has relinquished his duties as manager of the Products Development Department of Robert Gair Company, Inc., New York, but will remain on Gair's staff and, among other things, continue to represent the company on various committees on which he now serves.



J. D. MALCOLMSON



A. G. LYNN

Mr. Alan Grayson Lynn has been appointed Manager of Gair Products Development Department for shipping containers and related products as of February 1, 1953. Mr. Lynn joined that department in 1949.

Mr. Malcolmson has been in the paperboard industry since 1916, and with the Gair company since

1922. He is a graduate in chemical engineering of the University of Kansas, and was a Fellow of the Mellon Institute of Industrial Research, Pittsburgh, Pennsylvania, from 1916 to 1922, the last four years of which (1918-1922) he was on research work for

(Continued on Page 26)

### Chicago MH Society Chap. Inspects Lift Truck Plant



Members of the Chicago Chapter of the American Material Handling Society, Inc., on one of their recent periodic tours as part of the group's educational program, inspect an electric powered lift truck at the Automatic Transportation Company plant in Chicago. Approximately 100 materials handling engineers toured the Automatic factory and the Electric Storage Battery Company plant.

### Tulane U. Institute To Teach Export Packing.

Thirty-five nationally known authorities in the fields of transportation and port operations and allied industries will present instruction during Tulane University's fourth annual Institute on Foreign Transportation and Port Operation scheduled for March 23-27 on the Tulane campus.

The institute is sponsored each year by the Tulane college of business administration in cooperation with 17 maritime and transportation agencies and industries serving the Gulf area.

It is designed as a broad training program to improve the competence of junior executives in the transportation aspects of foreign commerce, and is directed by Dr. Marvin L. Fair, professor of transportation at Tulane.

Instruction during the institute will cover such subjects as operations of the industrial foreign traffic department; port development; marking and packing

(Continued on Page 28)



**A** PROBLEM COMMON TO all Traffic men is that of the "wrong address shipment." In effect it is simply a discovery, after a shipment has been made, that the address was not correct and that in all probability the material forwarded will not be delivered but will be returned to shipper. The problem can, however, be very serious in instances where the consignee is low on stock and needs the material quickly or where the shipper is also low on stock and cannot immediately make a replacement shipment. In these cases it is the Traffic Department's job to try and locate the shipment and have it reconsigned to the correct address.

The first question we ask when some breathless member of the order department dashes in with the shipping copy is "when was it shipped?" The amount of time which has elapsed between date of shipment and discovery of the error is very important because it establishes the procedure which we will follow to track down the location and also dictates the procedure which we will follow.

If shipment has been in transit only a day or so we contact the home office of the carrier and usually effect reconsignment without much trouble. This is particularly true in the case of truck or rail shipments. If shipment has been in transit for a longer period of time the procedure is slightly different, and depends on the carrier as to how we accomplish it. We will list some of the methods used with the various carriers.

**1. Parcel Post.** If the street address is wrong but the city and state correct, we notify our home office of the error and also send a telegram to destination city stating correct address and mention that confirmation will follow through regular channels from originating office. The reason for our wire is to have reconsignment made immediately rather than to wait for the routine postal notice which might take considerably longer.

If the city is wrong but the state is correct we ask the originating office to send a wire to the nearest point of breakdown and have shipment delivered to correct city. Most common of all is where the city is correct but the state is wrong. These are handled as outlined in the first example, notification to originating office and a wire to destination office to reconsign to correct

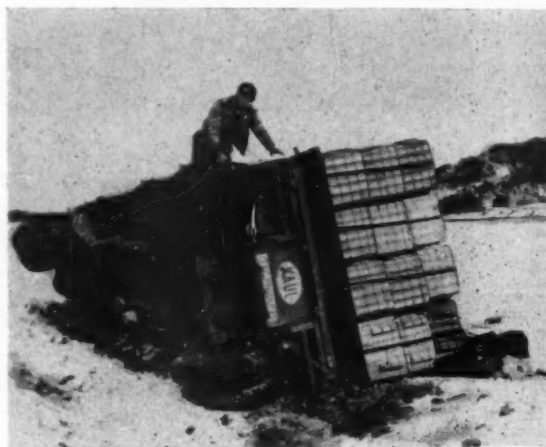
address. An interesting sidelight on this is that normally we have a mixup on a city only once in years. However, because of association one city continually crops up. The city we refer to is Hollywood, Florida. Time after time shipments destined for Hollywood, Florida are consigned to Hollywood, California merely because some person in the order department associates Hollywood with California and inadvertently transcribes that on the shipping copy. Although we have not checked it, I am sure that the Hollywood, California post office must be deluged with shipments such as this.

**2. Railway Express.** One advantage of railway express is that it is very easy to have a shipment stopped and reconsigned. However, when we phone in our request we always ask that they either wire or phone destination agency and charge the call to us. In all of these cases it is advisable to have the carrier wire confirmation of the transaction. Otherwise we might assume that all details have been covered and find out

*(Continued on Page 28)*

## Steel Strapping Saves Load On Overturned Truck-Trailer

Strapping a load of refractory brick to pallets on a truck-trailer, saved the Kaul Clay Products Company, Clermont, Pa., about \$500 when the truck drifted off into soft snow and overturned.



About \$500 was saved when this truck turned over in soft snow at Clermont, Pa., because the unit load was held together by steel strapping.

The heavy load of refractory brick—used in steel-making furnaces—caused the driver to lose control when the truck's right wheels sank into the road shoulder and plunged the truck and trailer into a ditch.

Even though the force of impact twisted the coupling 90°, the 26,000 pound load was held securely in place by steel strapping.

The steel strapping permitted safe arrival of the refractory brick, despite the wreck, because the undamaged load could be transferred to another carrier for delivery.

# NEW PRODUCTS & LITERATURE



## FREIGHT CAR LOADING RAMP

A new hydraulic-powered dock ramp for use in the loading and unloading of freight cars is being presented by Beacon Machinery, Inc.

This ramp was designed to meet the specifications as set up by the railroads, and the switchmen's union, both of which state that "there shall be no protrusions above the level of the dock or beyond the edge of the dock during a switching operation."



This Beacon unit is set within a pit 6'-10" long by 2'-8½" deep, with two widths, one 42" and the other 5'.

In the retracted position, the ramp is flush with the top of the dock and flush with the front edge of the dock. A secondary, or auxiliary ramp, moves outward from under the main ramp for a total horizontal travel of 48" and the ramp moves upward and downward a total of 24". Standard unit has a maximum roll-over capacity of 12,000#, greater capacities can be furnished on special applications. Control is by means of electric pushbutton, mounted at any convenient point on the dock level.

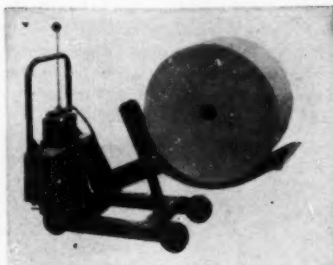
The Beacon freight car ramp provides easy entrance into the freight car or "reefer" car for all types of material handling trucks.

## HYDRAULIC ROLL LIFTER

A hydraulic Lifter for raising and lowering heavy rolls in restricted areas is now available from the Service Caster & Truck Corp. Believed to be the only model of its kind, the Lifter will load and unload rolls of paper, cloth, aluminum, leather, rubber belting, etc. weighing up to 1,000 pounds from presses, looms and other roll fed machinery. It protects rolls of expensive materials from being damaged, speeds up roll changing and handling, and in many cases enables one man to do the job. It eliminates need for overhead cranes and slings, and increases safety.

The Lifter is custom built to suit individual requirements. It may be furnished with trunions as pictured for handling rolls that have a shaft or spin-

dle or with a scoop for handling cylindrical objects such as barrels that have no shaft. For horizontal movement, the Lifter is mounted on four unbreakable steel casters, two rigid and two swivel



for easy steering. A floor lock can also be furnished. Wheelbase dimensions are kept small so the Lifter can be maneuvered through narrow aisles and between closely spaced machinery. Although most Lifters are hand operated, an electric hydraulic power unit can be installed, if desired.

## NEW HUMIDITY INDICATOR CARDS

Two new humidity indicator cards have been developed and are approved by the Air Force and Army Signal Corps for Method II packaging as provided by MIL-P-116A.

Previously, indicators AN-7513 and AN-7511 which contained color impregnated Silica Gel were used. These cards are sluggish and required special packaging and handling to keep them activated. The new humidity cards do not need to be sealed in moisture proof containers as their indicating color returns in about 15 minutes. They are permanently calibrated within 5% accuracy unless wetted with water.

The Air Force Materials Laboratory Research Division at Wright Field developed the cards and Air Force Drawings 52-B 22849 and 52-B 22850 have been issued as the specifications covering production and performance.

One of the new cards (52-B 22849)

*Literature and prices of products mentioned can be obtained if you drop a post card to News Editor, SHIPPING MANAGEMENT, 425 Fourth Ave., New York 16, N. Y.*

*Companies having new product stories should send them to the same address.*

has three sensitized spots indicating the humidities of 30%, 40% (larger spot) and 65% (top spot) and is offered in place of the former AN-7513 indicator. The other card (52-B 22850) which costs about 5 cents in volume has but one spot indicating 40% relative humidity and takes the place of the 25 cent AN-7511 indicator card. The old type cards have not been cancelled as yet thus the new humidity indicators are offered as an alternate so either type are acceptable.

When Military Specification, MIL-P-116A was written the new humidity indicators were under development so only AN-7513 and AN-7511 are listed. However, an alternative was purposely allowed permitting any indicator "specified in contract or order."

The Air Force has authorized use of the spot type indicators in U.S.A.F. Specification Bulletin No. 56 which lists approved packaging specifications. Both the Air Force and the Signal Corps Supply Agency, Philadelphia have advised their packaging branches throughout the country that the new humidity cards are approved.

## TWO NEW LIFT TRUCKS

Two completely new fork lift truck models have just been released to industry, according to a recent announcement of the Hyster Company, Portland, Oregon; Peoria and Danville, Illinois.



They are an 8,000-pound capacity truck and a 6,000-pound capacity model. Both are gasoline-engine powered and mounted on pneumatic tires. Both in design and mechanical features, the trucks are refinements of the very latest in lift truck research and engineering.

Designed as an ideal "outside" truck, the "ZA-80" is the first heavy-duty 8,000-pound industrial truck of its kind that can be operated efficiently indoors as well as out. Special attention was given



# **LESLIE JAMES APPT'D MERCHANDISE MGR. OF BETTER PACKAGES**

Leslie E. James, who for the past four years has been Better Packages' Regional Distributor for the eastern New York state territory, has been appointed Merchandise Manager to assist Mills Waggoner, General Sales Manager, as of January 2nd.

Mr. James is a graduate of Syracuse University where he majored in Marketing. Directly upon graduating, he joined Better Packages' Sales force.

Ken Ellison, who has been Junior Sales Representative for the company during the last four years in Detroit and Grand Rapids, has been assigned to take over Mr. James' former territory and will be located at Church St., North Syracuse, New York.

# **SAFE TRANSIT INDUSTRY-WIDE MEETING ON MARCH 16**

The National Safe Transit Committee has announced that an Industry-wide Safe Transit Meeting, open to all those interested in the Safe Transit of products, will be held at Palmer House, in Chicago, on March 16th. The meeting will be devoted to the subject, "Safe Transit—A Sales Tool for You." Leading representatives of manufacturing companies, carrier groups and container firms will tell how in addition to cutting transit damage, organizations have made their participation in the Program a vital part of sales, sales promotion, and public relations programs.

The morning program will include case histories on "How Safe Transit Has Aided Our Company" by five of the 115 manufacturers whose companies have adopted the pre-shipment testing Program, and 5-minute case histories from distributors. Representatives of the Association of American Railroads, American Trucking Associations, Inc., Railway Express Agency, and Air Cargo, Inc., will speak on the topic, "The Carriers View Safe Transit." Also featured on the morning program will be a presentation of the new color, sound film on the National Safe Transit Program, which explains the test procedures in full and correlating test shipments.

# **PAISLEY PRODUCTS, INC. ACQUIRES ST. LOUIS PLANT**

Hayes Adhesives Company, leading St. Louis, Missouri, adhesive firm, became an affiliate of Paisley Products, Inc., Chicago (Division of Morningstar, Nicol, Inc.) by direct purchase on January 5, 1953. The transaction was completed by Murray Stempel, Executive Vice President of the parent

company, and General Manager of the Paisley Division, at the firm's Chicago offices.

The purchase included the assets of the firm, formulas, manufacturing processes and equipment at three separate locations in metropolitan St. Louis. The Hayes plants will be operated as an affiliate of Paisley Products, Inc., whose operations have outgrown their present Chicago facilities. A large portion of their manufacturing will be transferred to the newly acquired plants.



Hayes Adhesives Company, St. Louis, becomes an affiliate of Paisley Products, Inc. with the signing of purchase contract by Vernon Hayes. In photo, seated left to right:—John Griffith, St. Louis attorney; Vernon Hayes; Murray Stempel, executive vice president Paisley Products, Inc. (Div. morningstar, Nicol, Inc.); Standing:—Earl C. Lenz, Paisley vice president and general sales manager.

Vernon Hayes, former head of Hayes Adhesive Company, will continue as local Manager of the St. Louis plants for the new owners. He will direct an expanded sales staff to bring improved distribution of the combined Hayes-Paisley line to an enlarged Southern and Southwestern territory.

The Hayes firm, established in 1932, as a partnership, by Vernon Hayes and his brother Gerald Hayes, occupies more than 100,000 square feet of manufacturing space, devoted to industrial and decorative adhesive materials. Their complete line of mastic cements and adhesive bonding agents for acoustical tile, floor and wall coverings are well known to the installation trades.

# **HUDSON PULP & PAPER CENTER OF BLOOD DRIVE**

Keynoted by the slogan "What Better Christmas Gift Than the Donation of a Pint of Blood," the Putnam County, Florida, blood drive was held at the

Palatka mill of Hudson Pulp & Paper Corp.

Co-sponsored by Hudson and the local chapter of the American Red Cross, the drive was held to replenish the depleted supplies of the Putnam County Blood Bank and to help fill the requirements of the Armed Forces in Korea. Fifty percent of the 158 pints of blood donated were retained for local use while the balance was sent by the Red

The success of this drive was due to the fine organization by Mr. Joe Berg, Hudson's Industrial Relations Manager, the cooperation of the six local unions at the Hudson plant, and the non-union departments.

# **ANGUS M. BROWN TAKES ON NEW LAMSON ACTIVITIES**

Angus M. Brown, Manager of Commercial Sales, Lamson Corporation, has taken on the additional duties of the position of Manager of the Billmyre Blower Division.



# **ANGUS M. BROWN**

In this capacity he will have charge of sales activities on: Centrifugal blowers and exhausters; Exidust vacuum cleaning systems; Dryset vacuum units for dry cleaning presses; as well as pneumatic conveying of materials. This will be in addition to his current activities directing the sales of pneumatic tubes for both retail stores and commercial and industrial applications; vertical conveyors for transporting mail and paper work between office floors and Trayveyor vertical conveyors for handling food and dishes in restaurants and hotels.

# **ACME STEEL APPOINTS MICHAEL BURTAK SUPERINTENDENT OF NEW SCARBOROUGH WORKS AT TORONTO**

Carl J. Sharp, president of Acme Steel Company, Chicago, has announced the appointment of Michael Burtak as superintendent of the company's new

(Continued on Page 22)

## Perfect Sealing Month Publicized By Cartoons



Special cartoons have been issued in large numbers to publicize Perfect Sealing Month, which comes in May. The Gummed Industries Association has issued a series of three of these cartoons. Copy above them reads "GST does so much for so little." A footnote below explains GST: Gummed Sealing Tape.

### Causes of Cargo Claims

(Continued from Page 12)

in "knocked-down" form because of the absence of facilities to handle large or heavy units.

Although there is little that we can do to change the facilities in foreign destinations, some attention could be directed to improving our own harbour facilities. Because of the increased ocean-going tonnage using the Great Lakes, we understand that in the spring of 1952, the shed facilities here in Toronto

for handling import and export cargoes were not adequate, with the result that it was found necessary to store cargo in the open. Such additional exposure to the weather has a direct bearing on your packaging problems. The possible advent of the St. Lawrence seaway will greatly increase the use of Lake ports by ocean vessels and the various harbor installations on the Lakes will have to grow apace with the demands placed upon them. Such problems as these should always be kept in constant review by the joint efforts

(Continued on Page 32)

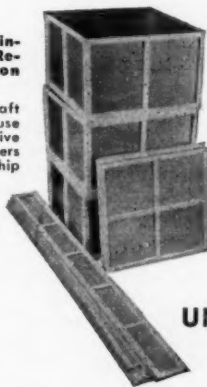
## Pack up your products in tough **Tekwood**<sup>®</sup> and smile! 😊 smile! 😊 smile! 😊



For protection of open gondola car shipments, water repellent Protekwood coverings like this are used to shield against weather, corrosion and fungus.

Tekwood containers used by Republic Aviation Corp.

Leading aircraft manufacturers use strong, inexpensive Tekwood containers to protect and ship fragile parts.



Yes, sir, your shipping container worries will be over when you pack up with Tekwood!

For with Tekwood you don't have to worry about excess weight, breakage, puncturing or high costs.

Tekwood is low-priced, tough. It gives extra strength... with low weight. Large sheets can be sawn ten pieces at a time... handled easily in automatic nailing, stapling and shearing machines. Won't buckle, shatter or splinter. Takes paint and stencils. Meets all military specifications.

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## Packing A Punch

(Continued from Page 9)

of transportation. In other words, the material, whether raw or finished, must be moved from one machine to another, must be moved from one department to another, must be moved from the warehouse to shipping and vice-versa. There is need for pure transportation.

"Secondly, material must be processed. There are places where a man cannot go, where there is heat, where there are corrosive conditions, where there are atmospheric conditions that are bad. There are also places where a man should not go, where there is only, let us say, minor heat and minor corrosive conditions.

"Third, there is the function in handling of storage. Material must be oriented in storage, must be placed in such a way for ease in coming in and out of storage, must be placed in such a way that buildings and floor space are minimized.

"Four, there is the assembly or making function of material handling. Here the product is made, the refrigerator is assembled, the radio is tested, the newspaper is printed."

## News

(Continued from Page 20)

Scarborough Works at Toronto, Ontario, Canada. The last stages of construction of this new plant are now being completed and production will soon be started.

Mr. Burtyk, formerly general foreman of manufacturing at Acme Steel's Riverdale Works, Riverdale, Illinois, joined the company 23 years ago. He served as an assistant helper in the galvanizing department, then as a group leader, and later as foreman.



**MICHAEL BURTYK**

"Mike" is a past director of the company's Riverdale Plant Employees' Credit Union, and is currently a vice president of the Foreman's Club. His sporting interests in hunting and fishing, and his activities in behalf of game and wildlife conservation have elevated him to a directorship in the Calumet Region Chapter of the Izaak Walton League.

## ON OUR COVER

(Continued from Page 9)

proof seal or barrier. This procedure was a development of World War II which has since been refined and perfected and is now being applied to the mounting output of the rearmament program, as well as to many products for civilian use.

Silica gel is a material which readily picks up moisture from the atmosphere and the amount of it needed to produce or maintain any desired level of relative humidity behind a moisture vapor proof barrier is now closely known and set forth in military specifications. An innovation in the dehydrated packaging method is the use of Davison's "Tel-Tale" silica gel humidity indicators. These change from deep blue to pink as they take on moisture, and viewed through a transparent barrier afford visual evidence of whether the atmospheric conditions within the package are at a safe level of humidity.

*The Boss finally saw the light—no more unknown tapes for us—he bought Trojan IMPERIAL Gummed Tape*





## New Products

(Continued from Page 19)

to operator comfort, ease of daily servicing and safety. Other outstanding features are shorter over-all length, longer wheelbase and better weight distribution than usually found in a truck of this size.

The "XA-60" model is a 6000-pound capacity version of the ZA-80 incorporating all the rugged heavy-duty features of the larger truck, but with shorter wheelbase, width and over-all length. The smallest and heaviest 6,000-pound capacity truck ever designed, the XA-60 is distinguished by its compactness, maneuverability and versatility on the job.

Among the many new mechanical features of both trucks are a long-life clutch that can be completely removed or installed in less than an hour, and large heavy-duty disc-type industrial brakes that eliminate many service and maintenance problems. In addition, both use powerful industrial engines designed especially for the grueling work lift trucks are subjected to. Both trucks were thoroughly tested for two years in industry under actual field conditions before being released.

### CONVEYOR CURVE

The Wilkie Company has recently developed a time-saving 90° conveyor curve. No adjustments are required when direction is changed. Designed expressly for filling or emptying freight cars, the Wilkie Mobile Flop-Over Conveyor Curve provides great flexibility and completely eliminates all set-up time. This saves the half hour to an hour



normally required to reverse and position conveyors for box car loading.

The Wilkie Flop-Over Curve consists of a half section pivoting on the center 45° axis. The wheels or rollers on the half section extend above the channel on both sides enabling the half section to function when flipped in either direction. This permits the direction of flow of articles to be changed 180° simply by changing the position of the conveyor from left to right as needed.

The Wilkie Mobile Flop-Over Conveyor Curve is ruggedly built and rolls easily into position on casters. The curve when used in combination with the Wilkie Telescopic Conveyor can be incorporated into any conveyor system. Both wheel and roller models are available.

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## Shipping Executives



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## Freight Car Compartments

(Continued from Page 15)

space between units, about 18 inches, should be provided in order to allow freedom of movement. It should be noted that norestraining means of any type is used with this type of load.

### Controlled Floating Load

The third basic load is the semi-floating or controlled floating types. This load is quite similar to the free-floating load with the exception that with the semi-floating load its movement within the car is restricted. This is accomplished by threading the unitizing straps through plates mounted on the car floor. These plates, called "mechanical brakemen," cause the straps to bind as they pass through.

This method is used primarily to handle heavy commodities secured to skids, such as, sheet aluminum, tin plate, paper products, and machinery.

In the course of our studies of carloading methods, we have become exposed to some of the problems and developments in the packaging field. For example, the use of fibre and steel containers to replace the old wood barrel is making rapid strides. Liquids and powders which have chemical reaction to fibre and steel are now being successfully packaged in fibre containers with pliofilm, or some other type of plastic liner. On the west coast we have made a number of

test loads and have found that this improved package is far superior to the old pine or oak barrel and effects a substantial package saving for the shipper.

As a special service to the shippers, we are starting a program to assist the shippers in engineering their material handling equipment requirements. Research is now in progress to improve the features on a lift-truck which will permit cases stored on pallets to be loaded into the car directly, mechanically discharging the pallet and restraining the load in a unit without dropping or causing any damage to the package.

I believe future research will develop many new features in connection with packaging design improvements. First, fibre containers, generally speaking, have a high rate of moisture absorption and with canned goods and wine, the major part of damage is the result of this condition. It is apparent then, that some chemical is needed to make fibreboard more resistant to moisture. Due to the slippery surface of fibre, it is very easily shifted within a car due to the end-to-end forces. This causes a bonded block or brick pattern load to more or less separate and lose its stability. In other words, it is like a brick wall without the mortar; therefore, if we could alter the exterior surface of fibreboard on the top and bottom of containers by creating a corrugated surface, we would create friction. Or, if we could spot-spray a portion of the top and bottom of each container with some type of rubberized material, it would act as a binding



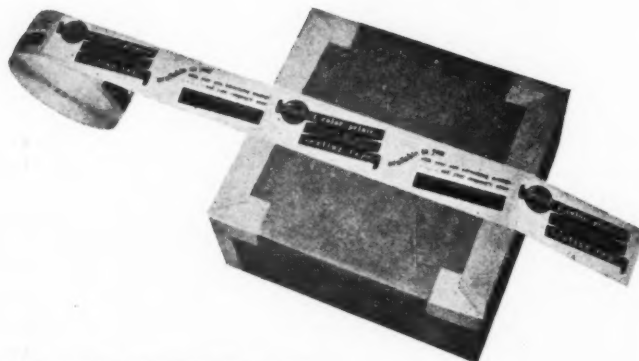
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SHIPPING MANAGEMENT, FEBRUARY, 1953

agent between packages. This would be advantageous in warehouse handling as well as in carloading. However, this material must not cause the fibre to peel at any time.

## Glass Reinforced Gummed Tape

(Continued from Page 13)

at the same time that it is taped, stitched or glued. Thus the filled package need not be lifted or turned in order to place the reinforcement around it. This advantage together with the ease and speed with which this tape can be dispensed and applied by unskilled labor has made it an important tool for every shipping room.

The neater and more economical packaging that has resulted from the use of this tape has found acclaim all along the cycle of distribution. Shippers report speedups of their packaging operations. The transportation companies, who have given approval for the use of this tape, claim that safer handling has resulted. The receivers not only state that the arrival conditions are neater, but that also packages can be opened easier and they do not have a disposal problem since the tape remains right on the package. Also, packages, where reused, will withstand more trips since they have not been weakened at the corners. Those concerns that desire added protection or advertising of their products have found that printed tape will provide it for them. Also pilferage can easily be detected, since the carton will be severely defaced when the tape is tampered with.

The use of the new tape is approved by the Uniform and Consolidated Freight Classification, and the Railway Express Agency. Also a military specification for the U.S. Army Air Force covering domestic and overseas shipments is being issued. Other branches of the government are in the process of preparing specifications for this tape.

The increased costs of packaging demand continued evaluation of the materials and methods that are being used. This tape is one tool in the shipping room that may provide an improvement over other methods for the shipper and may lower his packaging costs.

## Centralized Shipping Center

(Continued from Page 16)

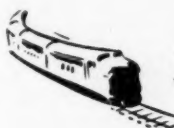
orders are weighed and given to another operator who prepares the railway express waybills. Most express shipments are multiple, including packed cartons and cased stock. Only on receipt of a shipping order can this operator release the shipment to the Railway Express Company. An express company employee, on duty five to six hours daily on Lilly's mail and express dock, receives and signs for the shipment and prepares it for transportation to the Railway Express depot. Parcel post packages ranging in size from 4 ounces to 70 pounds are placed on a shoulder-high conveyor directly in front of the packer. These are moved to



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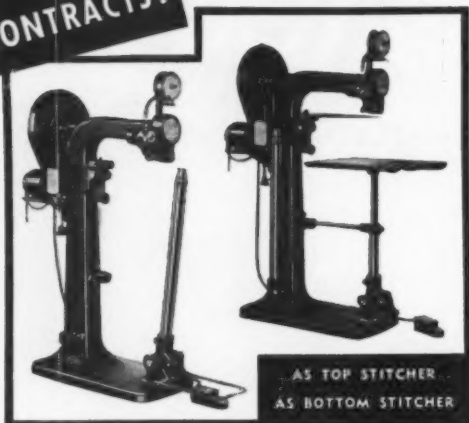
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the parcel post scales and postage meters at the end of the packing table. The operator at the end of the conveyor controls the flow of packages by means of foot controls. This operator weighs the package, determines the necessary postage, and completes the paper work on the shipping order. By use of the metered mailing machine, he secures his stamp and places it on the package. The package is placed in a large canvas tub and hauled to the post office.

Eli Lilly and Company, in improving its shipping services, makes efficient use of conveyor systems, automatic tape dispensers, electric labeling machines, the co-operation of the express companies, and the use of metered mailing machines. In the mail and express section, Lilly's can process approximately four packages a minute by using two postage meters. The number of packages handled is limited only by the attendant weighing and paper work operations performed by the operator. Obvious advantages of the metered mailing machines are the following:

- Prevents the thievery of postage stamps, loss by fire, and discrepancies caused by human errors in addition.
- The convenience of only one self-moistened stamp to handle instead of several dry government-issue stamps is important. Of course there is no locking up of stamps at the close of a working day. No inventory of stamps is necessary because the metered mailing machine carries a running inventory of postage used, postage remaining, and number of packages mailed.
- The metered mailing machines are efficient, economical in upkeep, and a valuable asset to Eli Lilly and Company in these shipping operations.

## **Package Engineer Activities**

(Continued from Page 17)

the National Container Association where the first technical study of the corrugated box was made.

Mr. Lynn attended Washington and Lee University, has been in the container business twenty-four years. Mr. Lynn served as a Lieutenant Commander in the Navy during World War II, commanding mine sweepers.

Mr. Malcolmson was, for two years, Packaging Vice-President of the American Management Association. Also, he is the only representative of the paperboard industry on the Munitions Board Packaging Advisory Committee. He is chairman of several United States Department of Commerce Simplification Committees on boxboard products . . . a member of the American Society for Testing Materials, member of the Executive Committee of the Technical Association of the Pulp and Paper Industry, and is on several container committees in these societies. He is on the Board of Directors of the Packaging Institute, and chairman of the Technical Advisory Committee of the Fibre Box Association. In 1944, he organized the Technical Section of the Paperboard Division, War Production

Board, and served as Chief of that section. Since 1918, he has written a great many articles on the subject of paperboard shipping containers.

## M H Association Launches Equipment Standardization Program

The Caster & Floor Truck Manufacturer's Association is now conducting an Equipment Standardization Program aimed at satisfying an industry-wide need of long standing—standardization and simplification of part sizes, descriptions, capacities and applications of products classified as Manual Material Handling Equipment, Casters and Wheels.

From the standpoint of economy and efficiency, there can be little question of the value of standards. Economies are evident in the field of engineering through greater interchangeability and use of standard specifications. To the manufacturer, standardization means fewer materials and a smaller variety of parts with longer runs and greater continuity of operations. The user benefits through concentration on a reduced variety of products, improvement in deliveries, and simplified servicing.

It is the desire of the Caster & Floor Truck Manufacturers' Association to use democratic procedures in launching a voluntary standardization program. Thus, it is hoped to obtain eventual standards acceptable to manufacturers and users throughout the industry. The C&FTMA is seeking the active, voluntary cooperation of all those persons involved in the design, production and use of a great variety of products in the industrial caster, wheel, and hand & floor truck classifications.

Mr. James S. Hanson, Vice-President of the Fairbanks Company of New York who is general Chairman of the Equipment Standardization Program has announced the formation of six Product Standardization Task Committees. These Task Committees, and their Chairmen are as follows:

1. **Trucks**—two-wheel including barrel skids, drum cradles and prybars. Chairman, L. C. Conner, Orangeville Manufacturing Co.
2. **Trucks**—platform including dollies. Chairman, J. J. Taylor, Towsley Trucks, Inc.
3. **Trucks**—trailer and wagon type. Chairman, E. H. Jakes, Jakes Foundry Co.
4. **Skids**—dead, semi-live and lift jacks. Chairman, P. B. Lanham, The Lanham Company
5. **Wheels**—Industrial. Chairman, W. J. Daugherty, Firestone Industrial Products Company
6. **Casters**—Industrial. Chairman, G. M. Mead, Divine Brothers Company

The Association actually is embarking on six different standards programs, each of which will be largely the responsibility of members of the various product

(Continued on Page 29)



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**HORIZONTAL POWER...**

... where Belt Surface Conveyors can't stand abuse of heavy metals, sharp corners or rough edges, Metzgar "Live Roller" units provide an all-metal, powered bearing surface. May be used as power booster in gravity line. Work can be slowed or held without stopping machine.

Furnished portable or permanent mounted. Choice of one to five rollers per foot. Lengths to suit. Ball bearing throughout. Gearmotor AC or DC drive.

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**4 STOCK SIZES**

11 1/2" - 15"  
18" - 24"  
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The Hansen drives stout staples securely into the wood of shipping cases as fast as you can squeeze the grip. Compound leverage and a compression spring do the work for you—and drive home each staple with a measured triphammer blow.

Each Hansen Tacker holds scores of staples, and takes but a moment to reload. There are economical Hansen models for every type of operation, including self-clinching staplers for sealing bags, assembling cartons, etc.

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## Listen, Mr. Traffic Manager

(Continued from Page 18)

later that the real consignee still had not received his shipment and a long delay would be the result.

On a larger scale, the railroads, under their special services offer a reconsignment privilege to all shippers for a very small fee. Because of this reconsignment privilege many shippers are enabled to save thousands of dollars yearly, and to put material on the market which might not have been possible otherwise. This is called intentional reconsignment and is not to be confused with "wrong address" shipments. We find this used in the field of perishables extensively. The mechanics of this operation are quite simple. Shippers of perishables often do not have a market for their goods. However, if the foods were held until they were sold spoilage might become an important factor. In view of this the shipper loads a car and sends it in the general direction of prospective markets. While the shipment is in transit the shipper makes his sale and the entire shipment is reconsigned to the buyer. In all probability the shipment is at the buyer's door a day or two after sale is made. The buyer too may profit from this privilege in two ways. He can in turn reconsign the shipment to another destination, or if he wishes he may sell the entire shipment to another buyer who in turn would have the shipment reconsigned. This is in no way a small part of the railroads operation. Full time staffs of clerks are maintained just to take care of the activities in this operation and many industries do business solely on the basis of the reconsignment privilege. Of added importance is the fact that the railroads allow a through rate on the shipment. This means that the shipper or the consignee pays one through rate rather than a total of rates from point of shipment to point of reconsignment and another rate from point of reconsignment to destination. Trucking companies also have reconsignment privileges but on a less elastic scale. Normally their service is limited to "wrong address" shipments where the cargo can be reconsigned from destination terminal.

In any transactions of this kind there are numerous rules and regulations governing the operation, most of which are determined by the carrier's tariff. For those interested it would be advisable for them to contact their carrier for a full interpretation of the regulations.

## To Teach Export Packing

(Continued from Page 17)

for export; routing and delivering to the waterfront; servicing shipments at the port; handling shipments at the waterfront; overseas traffic operations; steamship rates; shippers' liability; management of steamship operations; port operations; maritime labor relations; overseas port conditions; and other maritime and transportation subjects.



## Equipment Standardization

(Continued from Page 27)

standards task committees. Each Product Task Committee is asked to (1) prepare a standard nomenclature, (2) prepare a classification and description of the product types, (3) recommend standard sizes, (4) recommend capacities, (5) recommend applications, (6) recommend standard testing procedures.

As the various Product Task Committees complete their work, recommended standards or simplified procedure will then be submitted to user groups, non-member manufacturers and interested government agencies. After agreement of users and the industry has been obtained the standards will probably be submitted for review to the American Standards Association. It is anticipated that completed standards will eventually be published and distributed by the Association.

Those individuals and groups interested in contributing information and suggestions, thus speeding preparation of the standards and insuring complete coverage of all products concerned, are requested to write the Equipment Standardization Committee, c/o Caster and Food Track Manufacturers' Association, 27 East Monroe Street, Chicago 3, Illinois.

## Conveyors To Be Studied At U. of Illinois

A Conveyor Institute will be conducted by the University of Illinois Department of Mechanical Engineering in cooperation with the Conveyor Equipment Manufacturers Association April 14 through 16 in the Illini Union Building on the campus here.

The purpose of the Institute, which is offered through the Extension Division of the University, according to N. A. Parker, head of the Department of Mechanical Engineering, is to acquaint conveyor users with latest engineering developments in this field and practical methods of solving conveyor problems. Engineers, representing both manufacturers and users, will participate as panel members in practical question and answer sessions which will fill most of the three-day program.

Simultaneous sessions will be held for four types of conveyor users—those interested in (A) medium and heavy bulk handling, such as coal, ore and stone; (B) medium and light bulk handling such as grain, chemicals and wood chips; (C) unit handling of consumer goods, such as packages, cans, bags and bottles; and (D) unit handling of parts for manufacturing assembly.

Engineers taking this three-day "short course" in conveyor engineering will receive certificates from the University, according to R. K. Newton, head of the Extension Division. Details on registration, hotel reservations and the like may be obtained by writing Mr. Newton.

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Guard covers the blade when not in use.

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Cap of "King Size" may be screwed to bench to serve as stand.

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The package weighed on this Parcel Post Scale will not carry too many—or too few—stamps.

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Speeds mailing department flow. Ends weighing bottlenecks. Simply press the zone key. One figure shows the exact postage. No postage-due delays... ever!



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## Trucking Industry Set New Equipment Records In 1952

Walter F. Carey, of Birmingham, Mich., president of the American Trucking Associations, Inc., has reported that the trucking industry during 1952 continued at record levels, investing \$2.6 billion in new equipment and adding half a million new employees for a total employment figure of 6,009,000—second only to agriculture.

In a year-end review of industry activities, he noted that gross revenues of the for-hire carriers reporting to the Interstate Commerce Commission increased six per cent over 1951, but higher costs cut net revenues seven per cent below the previous year.

According to Mr. Carey:

During the year, the industry as a whole bought 965,000 new trucks and tractors, and 55,000 new trailers, for a net increase of 207,000 units after retirement of old equipment. The truck fleet was estimated to total 8,830,000 units, exclusive of 399,000 Government-owned trucks and an unknown number of military vehicles.

During the year, the industry performed nearly seven billion more ton-miles of intercity service than in the previous year, raising the volume for all private and for-hire carriers to about 140 billion, compared to 133.2 billion in 1951. Tons of freight transported, however, were expected to be about equal to 1951, on the basis of incomplete figures just before the year's end.

## Freight Cars Utilized To Handle More Traffic

Perhaps the best way to summarize these results is that, working together, we are getting more use out of our freight cars. To measure how much more, let's take a look back to the pre-war peak traffic year 1929—the year in which freight loadings ran a million cars a week. In that year, 2,610,000 freight cars were on the rails, including all ownerships, private as well as railroad owned. With those cars, the railroads turned out 447 billion revenue ton-miles of freight service. In 1951, the number of freight cars—all freight cars—had gone down to 2,046,000, but the transportation output went up to 647 billion ton-miles. So great has been the gain in car utilization in these 22 years that with half a million fewer freight cars in service, the transportation output went up by 200 billion ton-miles. This is a gain of 85 per cent in the transportation output of the average freight car.

It is due to a combination of many factors. In part it is due to the fact that in the 22 years since the pre-war peacetime peak of traffic the railroads spent almost \$4 billion for new and better freight cars, with the result that the 1951 car had an average capacity of nearly 53 tons as against 46 tons for the car of 1929. In part, it is due to the fact that in the same years the

railroads spent more than \$3 billion for new and better locomotives to move more freight and move it faster. In part it is due to the fact that the railroads spent \$5½ billion on better tracks and terminals, better shops and signals, better facilities of every kind. In part it is due to the better operating methods made possible by these vast investments in improved plant and facilities.

Excerpt from a speech by William T. Faricy, President of the Association of American Railroads.

## Economical Container Produced For Couplings

Scientifically engineered V-Band couplings and clamps made for industry by the Marman Products Co. of California require painstaking care in their manufacture. Many of them, such as V-Band couplings for jet engine tail pipes, are shaped so as to make relatively bulky loads when packed for shipment, thus resulting in considerable "wasted" displacement.

The first consideration of the Marman Products Co. packing engineers in packing and shipping such units, which require many man-hours to manufacture, was naturally the elimination of shipping damages to products so vitally needed by industry generally and the nation's defense program in particular.

At the same time, it was naturally desired to procure shipping containers at economical cost and to eliminate excessive tare weights, time-consuming container assembling, and other costly and undesirable factors.

Several designs and types of shipping containers were studied and tested. Some provided sufficient protection during shipment, but only at the cost of high initial container costs and excessive tare weights. Others provided low initial expense and relatively low tare weights, but proved to be inefficient in preventing shipping damage.

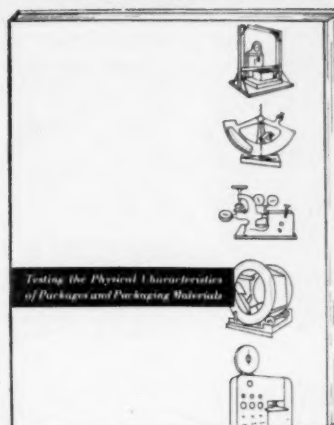
Packaging engineers, including representatives of the wirebound shipping container industry, were called in to study the company's problems. As a result, the Marman Products Co. adopted three sizes of especially engineered wirebound boxes to pack and ship a large part of the V-Band units for the aircraft and allied industries.

The wirebound boxes especially designed for and adopted by the company have proved to provide the full protection during shipment and handling that is needed by Marman products, and at lower initial container costs and with lower tare weights than other types of wooden shipping containers. Furthermore, the structural strength engineered and built into the wirebound boxes permits packed containers to be stacked several high with no danger of the bottom boxes collapsing.

The wirebound boxes are completely pre-fabricated and consist of only three sections—the tops, bottoms, and one-piece wirebound "mats" that are folded into

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shape to form the four sides of the containers. Container assembling and packing time, therefore, has been reduced greatly by the company's conversion to the use of wirebound boxes. Only a few nails are needed in assembling, packing, and closing the boxes. The cost of added steel strapping, formerly required, has been eliminated. A simple hand tool requiring little skill to operate is all that is needed to close quickly and easily the wirebound "mat" by engaging and bending wire-loop fasteners.



One of the principal reasons for the high degree of protection afforded its contents during shipment by this wirebound box used by the Marmon Products Co., Inglewood, Calif., is the great resilience and shock absorbence that are engineered into it. Here, a worker using a simple hand tool attaches the all-bound bottom of the box to the one-piece wirebound "mat" that comprises the four sides. The wire-loop fasteners along one corner of the box will be closed as the box is filled, after which the top will be placed and nailed in position.

A further economy enjoyed by the Marmon Products Co. since adopting wirebound boxes comes from the fact that a sufficient inventory of containers can be kept in a minimum of floor space, since the boxes are received from their manufacturer unassembled and the wirebound "mats" flat and bundled.

## Causes of Cargo Claims

(Continued from Page 21)

of every organization involved in the field of foreign exports.

It has just been reported that the National Cargo Bureau has been formed in the United States. The purpose of the new Bureau is to make available low-cost loading inspection service for the shipping industry. They will render an advisory service on four main projects. These are:

(1) To gather data and formulate industry recommendations as to regulations the Government will establish for safe stowage of dangerous cargo. All interested

parties will have opportunity to present their views, with the Coast Guard looking to the new bureau for such suggestions.

(2) To work through the industry internationally to achieve uniformity of safety standards and rules for cargo stowage.

(3) To act as a central agency to gather data respecting stowage of all the various products entering ocean transportation. The bureau will co-operate fully with research organizations and manufacturers in working out problems of stowage and reaction of products to sea voyages and make available its information to all interested parties.

(4) To offer steamship lines low cost loading inspection service at the time of loading of the ship. This service is being taken over from the Board of Underwriters and will be made available to the shipping industry on a cost basis.

With reference to the fourth function, they have employed 61 salaried or fee basis inspectors covering all major Atlantic and Gulf ports and they will appoint additional inspectors for the Pacific Coast. The inspectors will issue a certificate to the owner of the ship inspected certifying that the cargo has been properly stowed. It is estimated that 99% of all shipments leaving New York harbor will be so inspected. The first panel of officers elected are executives of steamship lines and marine underwriting organizations.

You are concerned with the holding and expanding of the export market of Canada. Merchandise arriving damaged or pilfered is your worst salesman.

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A New York traveler turned up at United Air Lines' air freight department recently inquiring about "packaged tours."

\* \* \*

The future of scheduled air transportation in the U. S. will see continued dramatic growth, according to Air Transport Association prognosticators, who predict total domestic passengers will jump from 26 million this year, to 33 million in 1955, 41 million in 1960. Mail traffic is expected to increase 41 per cent, air cargo 56 per cent in the next eight years.

\* \* \*

A California airplane manufacturer has conducted research in the air cargo field and come up with the forecast that air cargo will eventually register half a billion ton-miles per year. This, they say, is the equivalent of 49,208 railroad freight cars loaded with 25,000 pounds apiece hauled from New York to Los Angeles.

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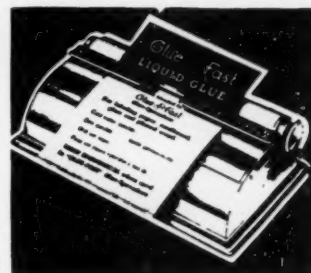
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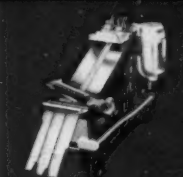
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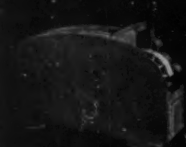
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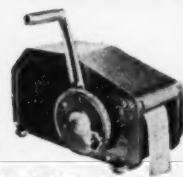
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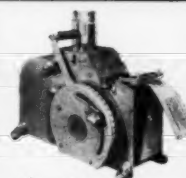


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